

are attacking with many infantry regiments on a fifteen-mile front. Entire German battalions have been annihilated in the extraordinary struggle, according to German prisoners. The French have evacuated Haumont forest, but have recaptured Caves wood, which was evacuated yesterday.

Violent fighting also continues in the Giverny wood, near Souchez. The French have recaptured several of the trenches occupied by the Germans in their sudden offensive of Monday night.

### GAINS BY GERMANS IN GREAT OFFENSIVE ON WESTERN FRONT.

The present German offensive has been in progress more than three weeks. It has resulted in important gains for while at some points the allies were able to regain parts of the ground lost, the Germans have clung tenaciously to many positions despite all efforts to dislodge them.

Beginning on Jan. 29, the German effort was first directed at the much fought over ground in the Artois, near the Belgian border, the War Office announcing the capture of 1,500 yards of French trenches northeast of Neuville-St. Vaast. French positions south of the River Somme over a front of more than a thousand yards also were taken.

The activity slackened for a few days on the German side, but the Germans had to submit to numerous French counter-attacks which they declare they withstood successfully, retaining virtually all the ground taken.

By Feb. 9 the drive had been resumed in the Artois, with the taking of more than 400 yards of French positions west of Vimy reported. These gains were announced two days later to have been extended, while shortly afterward French lines in the Champagne were attacked and upward of 100 yards of trenches captured.

The British lines in Belgium were next attacked and London admitted the taking of 600 yards of trenches near Ypres by the Germans on Feb. 15. Less important gains have also been announced from time to time in various sectors of the front.

This drive in the Artois was resumed this week, and yesterday Berlin claimed the capture of more than 800 yards of French positions east of Souchez. With it came the advance in the region of Verdun, which the French last night admitted was on a wide front, and that they lost the wood of Haumont and the Salient in the French line north of Beaumont.

### RADWAY & CO.

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**Radway's Ready Relief**

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All Druggists

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**RHEUMATISM**

"SAVED MY BABY"

Grateful Mother Always

Keeps Father John's

Medicine in the

House

A message from Lock Haven, Pa., says: "My two children, husband and mother use Father John's Medicine and recommend it highly. It saved the life of my boy, who was in poor health from the birth until he took Father John's Medicine. The children cry for it and we are never without it in the house." (Signed) Mrs. Anna Sellers, 113 Grant St., Lock Haven, Pa. Because they know it is a safe medicine for children as well as older people from the fact that it contains no opium, morphine, chloroform or other dangerous drugs, thousands of mothers use Father John's Medicine in their homes right along. It is a pure, wholesome tonic, food medicine, which builds new flesh and strength and gives resisting power against disease. Begin taking it today. Get what you call for.—Advt.

**NUXATED IRON**

Increases strength of delicate, nervous, run-down people 200 per cent. in ten days. Many instances. \$1.00 bottle. It falls as a full explanation soon to appear in this paper. Ask your doctor or pharmacist about it.

**FOREIT**

No Extra Charge for It.

Advertisement for The World may be sent American District Manager office in the city.

## NEW HAVEN WRECK INQUIRY SHOWS ENGINEER RAN BY SIGNALS SET FOR DANGER

Smoke May Have Obscured View From "Local" That Rammed Stalled Express.

### TEN IN LIST OF DEAD.

Of the 100 Injured One Is Likely to Die—Federal Investigation Ordered.

(Special to The Evening World.)

NEW HAVEN, Feb. 23.—An inquest into the wreck on the New Haven Railroad yesterday near Milford, as a result of which ten are dead and more than 100 are suffering from injuries, was begun this morning by Coroner Mix. Chief Inspector Trumbull of the Public Utilities Commission sat with the Coroner.

The investigation begun last night by the Public Utilities Commission was halted, so far as the taking of testimony was concerned, until tomorrow, when a member of the Interstate Railroad Commission and a representative of the railroad will be present. There will also be a separate Federal inquiry into the disaster.

One of the chief objects of the inquiries will be to determine how it happened that both trains got into the same block. The division between Hartford and New York is guarded by semaphore block signals installed since the North Haven wreck, which was caused when an engineer passed by a "banjo" which had been cleared by the express ahead, overrunning its block limits by three feet.

### SMOKE MAY HAVE HIDDEN SIGNALS.

A theory advanced to-day was that Engineer Curtis of train No. 79, running three minutes behind No. 79, which unknown to him had been stalled on the west end of a curve, did not see the cautionary signal as he entered the Milford block because a freight train running on the next track to him was dragging along a cloud of smoke just at that instant. It is thought that Curtis could not make his brakes hold when he saw the danger signal 300 feet behind No. 79.

It is declared, however, that the signal—or, to Curtis, the "home" signal—was within his vision above the rock cut which was part of the curve, for a long distance after he had passed the cautionary signal, the semaphores having been installed in a way to make this possible. It is also claimed that Flagman Tourlette, in running back from No. 79 to flag No. 5, did not hear the rush of No. 5 because of the noise of the freight train running on the next track to him. The exact distance Tourlette reached in running back is not known. It is thought his body was carried forward some distance when the locomotive of No. 5 struck him.

Charles E. Elwell of the Public Utilities Commission said to-day, after a visit to the scene of the wreck, that Engineer Curtis probably saw the signals as he rounded the curve, but too late to stop the train either in response to the signals of the flagman or the warning of the block. There is a theory that Curtis fainted at his post when he saw that the collision, in which he was killed, was inevitable.

A report on the running time of the two trains shows that train No. 79, which came into New Haven thirty minutes late, was despatched just one minute ahead of No. 5 which reached here eleven minutes late. On the train card the regular departure of the Connecticut River special is ten minutes ahead of the local, the latter having the Milford station stop. Yesterday being a holiday, however, the list of station stops may have been changed to accommodate passengers.

Of more than three score of injured passengers who have been or are at

present under medical observation at hospitals in this city and Bridgeport and at hotels and private homes in both cities and Milford, only Frank McNamara of Ansonia, who is at St. Raphael's Hospital in this city, is reported to be in danger of death. McNamara was terribly crushed. It is feared he will not live the day out.

Gen. E. S. Greeley, who is suffering from severe shock and possibly internal injuries, was reported to have had a comfortable night. While the physicians are hopeful for his recovery, some concern is felt because of his advanced age. He is eighty-four years old.

NEW HAVEN, Conn., Feb. 23.—Following is the latest list of dead in the wreck on the New Haven road near Milford:

ALLEN, GEORGE C., travelling salesman, Groton, Conn.

CONNORS, PATRICK, fireman, One Hundred and Forty-third Street, New York.

CURTIS, W. R., engineer train No. 5, Stamford, Conn.

HORHAUSSIEN, MARDIKOS S., Armenian pearl dealer; address unknown.

FLYKE, J. J., porter on the express, No. 65 Vernon Street, Springfield, Mass.

HIGHLAND, MISS SUSAN B., clerk in the New Haven R. R. office, New Haven.

MCINNIS, EDWARD, fireman train No. 5, the Bronx.

SCHAPPA, HARRY, New Haven, Conn., died at hospital.

SWENEY, HUGH, railroad employee.

TOURLETTE, GEORGE L., flagman train No. 79; Merrick, Mass.

**FEMINIST NOTE.** A small room in the new Women's City Club may be reserved for non-smokers. They aren't certain yet.

**WALL STREET**

With the holiday out of way market showed no more decision at opening than it had for some time past. New Haven opened 7-8 off at 97, alcohol declined 3 points during first hour, while copper and railroad issues showed fractional changes. American Can was strong, gaining 13-4 to 64.

Alcohol recovered its early loss and advanced to 149-4, up from today's low. American Locomotive gained 2-4 to 67-3-4; U. S. Steel 5-8 to 84. Market relapsed into dullness after a slight upturn.

American Locomotive advanced to 69-1-2 up 4 points from close of Monday. Prices shifted up and down in afternoon trading. Marine issues were strong.

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**Closing Quotations.**

Alaska Gold Mines, 22 1/2, 22 1/2, 22 1/2, 22 1/2.

Am. Beet Sugar, 20 1/2, 20 1/2, 20 1/2, 20 1/2.

Am. Can, 64, 64, 64, 64.

Am. Coal, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Locomotive, 69 1/2, 69 1/2, 69 1/2, 69 1/2.

Am. Steel, 84, 84, 84, 84.

Am. Sugar, 20 1/2, 20 1/2, 20 1/2, 20 1/2.

Am. Tobacco, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. United Fruit, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Wool, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Zinc, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Copper, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Lead, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Tin, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Silver, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Gold, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Platinum, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Palladium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Rhodium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Iridium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Osmium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Selenium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Tellurium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Vanadium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Zirconium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Niobium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Manganese, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Chromium, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Cobalt, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Nickel, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Boron, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Fluorine, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Chlorine, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Bromine, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Iodine, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Hydrogen, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Oxygen, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Nitrogen, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Phosphorus, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

Am. Sulfur, 10 1/2, 10 1/2, 10 1/2, 10 1/2.

## Miss Marietta Chapin Becomes Harold Hartshorne's Bride To-Day



MISS MARIETTA L. CHAPIN.

### MISS CHAPIN BECOMES MRS. HARTSHORNE

Pretty New York Girl Weds Childhood Sweetheart, Keeping Their Honeymoon Place a Secret.

Miss Marietta L. Chapin, daughter of Mr. and Mrs. Simeon B. Chapin of No. 930 Fifth Avenue, and considered one of the prettiest girls in New York society, will be married today to Harold Hartshorne.

The wedding is the culmination of a romance that began almost with the childhood of the bride and bridegroom. The Chapins and the Hartshornes have been closely affiliated socially.

Almost every day recently the couple have been in attendance at receptions and dances in their honor. After the wedding at the Collegiate Church of St. Nicholas, Forty-eighth Street and Fifth Avenue, a reception will be held at the Chapin home, following which the bride couple will depart for the South on their honeymoon, their exact destination being kept secret.

The wedding ceremony will be performed by the Rev. Malcolm J. McMahon assisted by the Rev. Arthur F. Mahon. Miss Elizabeth M. Chapin, a sister of the bride, will be maid of honor. The bridesmaids will be Miss Eleanor Hartshorne, a sister of the bridegroom; Miss Anna Ballard; Miss Frances Ballard; Miss Eunice Clapp; Miss Emmeline Sizer and Miss Alice Silverthorne.

Drayton Burrill will be best man and the ushers are Kenneth A. Patterson, Truman P. Handy, Henry P. Elliot, John N. Stearns, Hamilton F. Dyckman, John B. Marsh, John C. Hughes and Lester Armour.

Mr. Hartshorne is the son of Mr. and Mrs. James Mott Hartshorne of No. 40 East Sixty-fifth Street.

**ITEMS FOR INVESTORS.** Baltimore and Ohio annual gross earnings increased \$1,953,018, 1915 over 1914. Net increased \$1,591,274.

Central Leather Company—Regular quarterly dividend of 1 1/2 per cent. on preferred stock, payable April 1 to stock of record March 10.

Delaware, Lackawanna and Western Railroad—in year of 1915 earned balance after charges, additions equals 25.84 per cent. on \$12,147,750 stock, against 28.25 per cent. on same stock in 1914.

Southern Pacific's January gross earnings increased \$574,144. Seven months' gross increased \$1,135,371. Net after tax increased \$7,463,550.

Donahoe, Belmont, Delvel Company—Regular quarterly dividend of 1 1/2 per cent. on preferred stock, payable April 1 to stock of record March 14.

Montana Power Company—Regular quarterly dividend of 3-4 per cent. on preferred and 3-4 per cent. on common, both payable April 1 to stock of record March 14.

**CHICAGO WHEAT AND CORN MARKET.**

WHEAT. Open, High, Low, Close, Net Change.

March, 1916, 118 1/2, 119 1/2, 118 1/2, 119 1/2, + 1/2.

May, 119 1/2, 120 1/2, 119 1/2, 120 1/2, + 1/2.

July, 120 1/2, 121 1/2, 120 1/2, 121 1/2, + 1/2.

Sept., 121 1/2, 122 1/2, 121 1/2, 122 1/2, + 1/2.

Nov., 122 1/2, 123 1/2, 122 1/2, 123 1/2, + 1/2.

Dec., 123 1/2, 124 1/2, 123 1/2, 124 1/2, + 1/2.

Jan., 124 1/2, 125 1/2, 124 1/2, 125 1/2, + 1/2.

Feb., 125 1/2, 126 1/2, 125 1/2, 126 1/2, + 1/2.

March, 126 1/2, 127 1/2, 126 1/2, 127 1/2, + 1/2.

April, 127 1/2, 128 1/2, 127 1/2, 128 1/2, + 1/2.

May, 128 1/2, 129 1/2, 128 1/2, 129 1/2, + 1/2.

June, 129 1/2, 130 1/2, 129 1/2, 130 1/2, + 1/2.

July, 130 1/2, 131 1/2, 130 1/2, 131 1/2, + 1/2.

Aug., 131 1/2, 132 1/2, 131 1/2, 132 1/2, + 1/2.

Sept., 132 1/2, 133 1/2, 132 1/2, 133 1/2, + 1/2.

Oct., 133 1/2, 134 1/2, 133 1/2, 134 1/2, + 1/2.

Nov., 134 1/2, 135 1/2, 134 1/2, 135 1/2, + 1/2.

Dec., 135 1/2, 136 1/2, 135 1/2, 136 1/2, + 1/2.

Jan., 136 1/2, 137 1/2, 136 1/2, 137 1/2, + 1/2.

Feb., 137 1/2, 138 1/2, 137 1/2, 138 1/2, + 1/2.

March, 138 1/2, 139 1/2, 138 1/2, 139 1/2, + 1/2.

April, 139 1/2, 140 1/2, 139 1/2, 140 1/2, + 1/2.

May, 140 1/2, 141 1/2, 140 1/2, 141 1/2, + 1/2.

June, 141 1/2, 142 1/2, 141 1/2, 142 1/2, + 1/2.

July, 142 1/2, 143 1/2, 142 1/2, 143 1/2, + 1/2.

Aug., 143 1/2, 144 1/2, 143 1/2, 144 1/2, + 1/2.

Sept., 144 1/2, 145 1/2, 144 1/2, 145 1/2, + 1/2.

Oct., 145 1/2, 146 1/2, 145 1/2, 146 1/2, + 1/2.

Nov., 146 1/2, 147 1/2, 146 1/2, 147 1/2, + 1/2.

Dec., 147 1/2, 148 1/2, 147 1/2, 148 1/2, + 1/2.

Jan., 148 1/2, 149 1/2, 148 1/2, 149 1/2, + 1/2.

Feb., 149 1/2, 150 1/2, 149 1/2, 150 1/2